

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4279. 號九十月三年七十七百八千一英

HONGKONG, MONDAY, MARCH 19, 1877.

日五初月二年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, Ludgate Circus, E. C. BATES, HENDY & Co., 4, Old Jewry, E. C. SAMUEL DRAGON & Co., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELON & CAMPERDOWN, Amoy, WILSON, NICHOLS & Co. Foochow, HENDER & Co. Shanghai, LAMB, CRAWFORD & Co., and KELLY & WALSH, Manila, C. HENDERSON & Co. Macao, L. A. DA GRAGA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$5,000,000 Dollars. RESERVE FUND, 500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOPKINS, Esq. Deputy Chairman—F. D. SARNOCK, Esq. AD. ANDER, Esq. A. MOYER, Esq. E. R. BELLING, Esq. S. W. POMEROY, Esq. Hon. W. KESWICK, Esq. ED. TOBIN, Esq.

CHIEF MANAGER.

Hongkong, . . . THOMAS JACKSON, Esq. Manager. Shanghai, . . . EVERT CAMERON, Esq. LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East. Hongkong, February 15, 1876.

Notices of Firms.

NOTICE.

MR. DALTON SAYLE was admitted a Partner in our Firm on the 31st of July, 1876.

SAYLE & Co.

Hongkong, March 16, 1877. ap16

PENINSULAR & ORIENTAL STEAM NAVIGATION Co.

NOTICE.

FROM This Date and until further notice, Mr. ADAM LIND will take Charge of the COMPANY'S BUSINESS at this Port.

By Order of the Managing Directors, A. MÖYER, Superintendent.

Hongkong, March 15, 1877. mc22

NOTICE.

MR. EDWARD BURNES will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS, Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers, Hongkong, March 17, 1877. sel8

NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of falling health, and his interest and responsibility ceased on the 31st December last.

MR. NICHOLAS AUGUST SIEBS has been authorized to sign for us by Power of Attorney, and we have this day reopened a branch of our Firm at Canton.

SIEMSEN & Co.

Hongkong, January 1, 1877. ap2

NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBURG & Co.

Hongkong, February 2, 1877. ap2

NOTICE.

MR. FRANCISCO M. GONZALEZ is authorized to sign our Firm per Procuration.

ROZARIO & Co.

Hongkong, March 15, 1877. sel2

Notices of Firms.

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Under-signed.

WM. CRUIKSHANK, Manager.

Hongkong, November 21, 1876.

NOTICE.

THE Partnership hitherto existing between the Under-signed under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN, W. HULSE.

Canton, December 31, 1876. ap2

Auctions.

PUBLIC AUCTION.

THE Under-signed has received instructions to sell by Public Auction, on

TUESDAY,

the 20th day of March, 1877, at 2 o'clock p.m., at his Sales Rooms, Queen's Road, An Invoice of Chinese and Japanese CURIOS, comprising: Lacquered ware, Bronzes, Ivory Carvings, Tortoise-shell Boxes, Card Cases, &c., Buttons, Studs, Bracelets, Necklaces, Brooches, Earrings, Lockets, Mother of Pearl Ornaments, Inlaid Cabinets, Porcelain Vases, Cups, Jars, and Plates, &c.

Also, An Assortment of Delhi Cape Shawls. TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at Purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer.

Hongkong, March 17, 1877. mc20

PUBLIC AUCTION.

LAMBERT, ATKINSON & Co. have received instructions to sell by Public Auction, on

THURSDAY,

the 29th March, 1877, at 2 o'clock p.m., ON THE SPOT

(Unless previously disposed of by Private Sale),

That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 54, comprising 10,000 square feet, measuring from North to South 100 feet, and from East to West 100 feet, with a substantial Brick Dwelling House and Out-houses built thereon, known as "Carlton House." Annual Crown Rent, \$131.40.

And, That Piece or Parcel of GROUND, situate in Queen's Road East, Registered in Land Office as Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet, with a substantial Brick Godown built thereon.

Also, That Piece or Unbuilt Levelled GROUND, attached to the above Lot, and Registered in Land Office as same Inland Lot No. 768, comprising 6,000 square feet, measuring from North to South 150 feet, and from East to West 40 feet. Annual Crown Rent, \$185.08, for Inland Lot No. 768.

Terms.—One-half of the purchase money to be paid on the fall of the hammer, and the remainder on completion of the Deed of Transfer. The Buildings will be at purchaser's risk after the fall of the hammer.

Hongkong, March 13, 1877. mc29

Intimations.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

COMMENCING ON FRIDAY Next, the 16th Instant, the Steamer FOWAN will Run as a Night Boat between HONGKONG and CANTON, leaving Hongkong on Mondays, Wednesdays, and Fridays, at 8.30 p.m., and Canton on Tuesdays, Thursdays, and Sundays, at 5.00 p.m.

By Order, P. A. DA COSTA, Secretary.

Hongkong, March 14, 1877.

ERNEST WASSALL & Co., PHOTOGRAPHERS.

I HAVE This Day Established myself as PHOTOGRAPHER at the Corner of Wyndham and Wellington Streets, at the Building lately occupied by the HONGKONG PHOTOGRAPHIC Co., under the above Style.

ERNEST WASSALL.

Hongkong, March 8, 1877. ap1

Intimations.

MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

ROUYER GUILLET & Co.'s CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India.

The Firm possess Six Vineyards and Six Distilleries, and are amongst the largest shippers from Charente.

Qualities One *, Two **, Three ***, and Four ****, in Cases of One Dozen Quarts.

Also,

POMMERY & GRENOS

"Extra Sec." CHAMPAGNE,

in Quarts and Pints,

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap6]

POA LOK THEATRE.

A COMPANY OF CHINESE ACTORS will Perform at the above Theatre, commencing TO-NIGHT until WEDNESDAY, the 21st Instant (inclusive). A DRAGON will appear Every Night, and there will also be a great exhibition of Athletic Feats.

Admission: First Class, 50 CENTS. Hongkong, March 17, 1877. mc22

NOTICE.

LANE, CRAWFORD & Co. have been Appointed SOLE AGENTS for China and Japan, for JOSEPH STARKER, LONDON, Manufacturer of GOLD and SILVER LACES, Embroidery, &c., and Military and Naval Appointments of every description.

A Stock of these Goods will be kept on hand, for the Regiments stationed here, as well as for the ENGLISH and AMERICAN NAVIES.

Hongkong, March 14, 1877. ap14

HONGKONG.

Chs. J. GAUPP & Co.,

WATCHMAKERS & JEWELLERS, 38, Queen's Road.

NAUTICAL INSTRUMENTS, CHRONOMETERS, &c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch. Hongkong, May 1, 1876. sl

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE Co.

THE BUSINESS of this COMPANY has This Day been Transferred to THE MARINE INSURANCE Co., of 20, Old Broad Street, LONDON.

By Order of the Proprietors, WILLIAM HUNT, Secretary.

137, Leadenhall Street, LONDON, 1st January, 1877.

THE MARINE INSURANCE Co.

20, Old Broad Street, LONDON, 1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING. RESERVE FUND, £240,000.

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE Co. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT Co., and has Appointed Mr. A. MÖYER as its AGENT in Hongkong.

By Order of the Board of Directors, ROBERT J. LODGE, Manager.

THE Under-signed is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE Co. by any First Class Steamer.

A. MÖYER, Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. sel7

G. O. ROGERS, DENTAL SURGEON, No. 7, ARNHEIM ROAD, begs to inform his Friends that he intends being ABSENT from HONGKONG for Six or Eight Weeks, leaving early in April.

Hongkong, March 12, 1877.

For Sale.

SAYLE & Co.

GREAT CLEARANCE SALE.

IN Order to make Room for SPRING GOODS.

On and after MONDAY, February 5th, We shall offer the Remainder of Our WINTER STOCK at an immense reduction.

DRESS GOODS at 15 cents per yard. DRESS GOODS at 20 cents per yard. DRESS GOODS at 25 cents per yard. DRESS GOODS at 30 cents per yard. DRESS GOODS at 35 cents per yard.

FANCY SILKS! We offer about 5,000 yards at 35 cents per yard, (these are more or less soiled); original price \$1.50 and \$2.00 per yard.

JAPANESE SILKS! Reduced to 40 cents per yard.

WOOL SHAWLS, MANTLES and JACKETS, Marked very Cheap.

LADIES' BOYS' and GENTS' FELT HATS, at Half Price.

FANCY WOOL GOODS, at less than Half Price.

LADIES' and CHILDREN'S WOOL and MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and MERINO SOCKS, all Sizes, at less than Half Price.

Several thousand Yards of VARIOUS REMNANTS, comprising: FLANNELS, CALICOS, PRINTS, MUSLINS, STUFF GOODS and Other Useful GOODS, are Marked at Prices, which must effect immediate Sale.

In order to prevent disappointment, We beg to inform Our Customers and the Public that this Extraordinary, and Unprecedented Sale must close on February 25th.

SAYLE & Co.,

VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

FOR SALE.

CUTLER, PALMER & Co.'s Celebrated

Brands of WINES and SPIRITS.

Apply to SIEMSEN & Co.

Hongkong, June 22, 1876.

Shipping.

Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "PENGUIN," W. C. COWELL, Commander, will leave for the above Ports on TUESDAY, the 20th Instant, at 3 p.m.

Despatches will close at 2.30 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, March 12, 1877. mc20

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARRATON APOAR," Captain A. B. MACINTYRE, will leave this for the above Ports on TUESDAY Next, the 20th Instant, at 3 p.m.

Despatches will close at 2.30 p.m. For Freight or Passage, apply to DAVID SASSON, SONS & Co., Agents.

Hongkong, March 13, 1877. mc20

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MENEZIEH," Comdt. PASQUALINI, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY, Agent.

Hongkong, March 17, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "DJEMNAH," Comdt. CHAMPELON, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY, Agent.

Hongkong, March 14, 1877. ap14

FOR SALE.

A STEAM COTTON MILL, well adapted for Working Native COTTON, either NINGBO or TIENTSIN. Capable of Making 3 piculs of Yarn in 12 hours, consisting of:—

Steam Engine and Boiler 16 Horse Power Nominal, 1,280 Spindles, 12 Carding and 2 Drawing Machines, 1 Spinner 18 Spindles, 1 Stretcher 60 Spindles, 1 Lap Machine, 1 Cotton Gin, Bobbins, &c., with Shading and Belting Complete.

For Further Particulars and Terms of Sale, apply to RUSSELL & Co.

Hongkong, March 14, 1877. ap14

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I, A to K, with Introduction. Royal 8vo., pp. 402.—By EDWARD JOHN EITEL, PH.D. Tübingen.

Price: Two Dollars and a Half. To be had from Messrs LAY, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WALSH, Shanghai.

Hongkong, February 8, 1877.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The 41 American Ship "MYSTIC BELLE," PLUMES, Master, will load here and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 10, 1877.

FOR NEW YORK.

The 41 American Ship "McNEAR," W. TAYLOR, Master, will load here, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 15, 1877.

FOR NEW YORK.

The 12 years 3/8 L. 11 Danish Bark "KORSOR," L. C. GROVE, Master, will load here, and will have immediate despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 15, 1877.

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S. S. Glenigon, having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk and stored by the Under-signed at their Godowns, whence and/or from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 11 a.m. To-morrow.

Cargo remaining undelivered after the 20th Instant, will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

Hongkong, March 13, 1877. mc20

GERMAN BARQUE LIMA,

FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Under-signed for countersignature and to take immediate delivery of their Goods.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

MELOHERS & Co., Agents.

Hongkong, March 17, 1877. mc21

NOTICE TO CONSIGNEES.

THE Steamship ALASKA, having arrived, Consignees of Cargo by her are hereby notified that their Goods are being landed at the Company's Special Godown, where delivery may be obtained on Monday, the 19th Instant.

Goods not delivered by the 20th Instant will lie at owner's risk.

RUSSELL & Co., Agents.

Hongkong, March 17, 1877. mc23

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

THE COMPANY'S STEAMSHIP "MENEZIEH," Comdt. PASQUALINI, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY, Agent.

Hongkong, March 17, 1877.

CONSIGNEES of the following Cargo

are requested to send in their Bills of Lading to the Under-signed for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

H. DU POUY, Agent.

Ex Tigre, March 5th, 1877. U. S. S. Ashuelot, . . . 2 cases Instruments.

Ex Pel-Ho, March 7th, 1877. Cowles, . . . 2 cases Effects. Bon Overbeck, F.N. 13, 1 case Effects.

During the voyage of the British bark *John Phillips* from Sydney to this port (says the *N. O. D. News*) the chief mate, David Williams, was accidentally shot by the Captain, Henry Wilkinson. On the forenoon of the 22nd ultimo, when the vessel was about one hundred miles off the Loochoo Islands, the Captain took a revolver to pieces to clean it. In putting it together again, he was unable to find the proper place for one of the springs, and after working at it for a couple of hours, he loaded each chamber and put the revolver away. In the afternoon it occurred to him that the spring belonged to the trigger, and with the assistance of the mate he succeeded in placing it in its right position. While they were sitting together on a chest in the cabin, the Captain having the revolver in his hand, one of the chambers was discharged, the ball entering the mate's body just below the ribs on the right side. The Captain fancied he must have lowered the trigger unthinkingly. All efforts to save the mate's life were futile, and he died the following day. While conscious, he made a statement in the presence of five members of the crew, saying the occurrence was an accident and exonerating the Captain from all blame. What he said was taken down in writing and signed by each member of the crew present; he was too weak to sign it himself. An inquiry has been held into the circumstances of his death by Mr. Mowat, at H. B. M.'s Consulate. After hearing the evidence of the Captain, the second mate, and the steward, Mr. Mowat was convinced that the death was purely accidental, and that it was unnecessary for further proceedings to be had. The *Singapore Free Press* publishes an order from the Viceroy of Nanking, that mulberry trees shall be passed free through the Customs to Wuchang. The Cheong-chen of Kung-nan is anxious to introduce the manufacture of silk in that neighbourhood to improve the condition of the people, and has contributed and raised money to buy 10,000 grafts of mulberry trees and twice that number of young trees in the province of Chekiang; and begs that they may be allowed to come free from impost. Orders to this effect have accordingly been given to the Customs-houses of both the Two Kiang and Hukwang.

(Singapore Daily Times)

The P. & O. Co.'s extra steamer *Columbian*, Captain J. Alderton, from Jeddah, with dates to the 4th ultimo, via Galles and Penang, anchored in the Roads yesterday evening (8th), with 1,064 Mohammedan pilgrims from the first port.

H. N. M.'s steam ironclad corvette, *Prins Hendrik der Nederlanden*, Captain Koor, steamed out from Tanjong Pagar wharf this morning (7th) to the man-of-war anchorage in the Roads, and exchanged salutes with Fort Canning.

The E. and A. Co.'s steamer *Brisbane*, Captain Balfour, arrived alongside the Tanjong Pagar wharf this morning (7th) with dates from Hongkong to the 1st inst., and was despatched the same evening to Australia with the London mails of 2nd February. Passengers from Hongkong:—H. M. Sir Arthur Kennedy, Miss Kennedy, and suite, and Mr. Francis.

We are informed that H. M.'s steamer *Maggie* left the Roads this morning (8th) for Palo Tiaman, a place about 130 miles from Singapore, to look after the four men of the British schooner *Kim Hah Hin*, who went on shore there to get water and did not return to the vessel. Particulars of the piratical attack on the schooner appeared in our issue of the 3rd instant. Mr. Maxwell, with a party of police and three Chinese belonging to the schooner, have gone in the *Maggie* for the purpose, if possible, of identifying and arresting the pirates, as well as rescuing the missing man.

H. M.'s steamer transport *Himalaya*, Captain White, from Hongkong with dates to the 3rd instant, arrived alongside Tanjong Pagar wharf yesterday evening (8th). She has on board for England, 240 passengers, 23 crew, 103 men and 40 Marines, Military passengers, 2 Officers, 9 women, 12 men, and 16 children. The troops she takes from Singapore, consisting of the 8th and 10th regiments, are under orders to be on board by to-morrow night (10th), but it is said that the steamer will not leave till Monday morning (12th).

The S. S. *Stentor*, which left this port for England on Sunday last, the 4th inst., has met with an accident to her machinery, which we learn, will necessitate her remaining in Penang for repairs for, probably, a fortnight.

We are informed that the accident to the O. S. Co.'s steamer *Stentor* consisted of the splitting of her low pressure piston as she was leaving Penang. The damaged piston is to be sent down here for repair, the steamer remaining in Penang, and it is expected that the detention will not exceed a fortnight. The repairs to the sister steamer *Ulysses* are being proceeded with at Tanjong Pagar Dock, and the steamer will in all probability be ready to proceed on her voyage to China by the end of this month.

The following table is interesting as showing the comparative success of the various exhibitions which have been held since the first was inaugurated by Albert the Good.

Year.	Place.	No. of Visitors.	Receipts, £.	Days Open.
1851	London	6,080,195	4,580,000	141
1855	Paris	8,102,380	640,000	200
1862	London	8,211,103	2,350,000	171
1867	Paris	10,000,000	2,822,932	210
1873	Vienna	7,254,637	2,000,000	186
1876	Philadelphia	9,907,125	3,560,000	169

According to the Indian papers it is the intention of the Government of India to present Her Excellency Lady Lytton, with a tiara of diamonds, with rough emerald drops, as a graceful expression in oriental fashion, of the gratitude of many guests who partook of the right princely hospitality of the Viceregal Camp at Delhi.

The *Sydney Morning Herald* says that the most probable decision of the Cable Conference of representatives from all the Colonies in session at Sydney will be to have a sub-marine cable from Singapore to Banjoewang (avoiding Java in order to escape the risk of error in repetition) and possibly a duplicate cable from Banjoewang to Port Darwin. The cost of the two cables has been estimated at \$48,000 per annum on a contract for twenty years. Whatever route may be decided upon tenders will be advertised for.

It is proposed to despatch a first-class steamer, fitted with extra accommodation for about the first week in April on a pleasure voyage round the world. The voyage will include long stoppages at some places and short delays in others, and is estimated to occupy about nine months. The steamer will start from London. It is proposed to call at Bordeaux, Genoa, Vigo, Lisbon

(for Madrid), Cadiz, Gibraltar, Tangiers, Algiers, Barcelona, Genoa, Spezia, Naples, Messina, Malta, Piræus (for Athens), Constantinople, Smyrna, Joppa (for Jerusalem), and Alexandria (for Cairo). The vessel will then proceed through the Suez Canal, allowing sufficient time for the passengers to visit the Pyramids and other objects of historical interest in the neighbourhood. From the Red Sea the vessel will proceed to India, Indo China, China, and Japan. At San Francisco passengers desirous of visiting the scenery of the North American Continent will be provided with free railway passes to New York, whence they can again join the vessel. After leaving San Francisco, it is intended to skirt the shores of South America, touching at all the chief ports. The vessel, after visiting the West Indies and touching at New York, will return to England. The fare for this pleasure excursion will be \$500, including everything except wines and spirits.—*Overland Mail*.

Swatow.

Charters offered are: British bark *Alex. Newton*, 7,500 piculs, hence to Singapore \$548 per passenger, 13 lay days, and back from Bangkok to Swatow 87½ cents per picul, 18 lay days; German bark *Hans*, 7,500 piculs, to Saigon and back 35 cents per picul, 17 lay days.

Arrivals.—Mar. 8, Yesso from Hongkong; 9, Douglas from Coast Ports; 10, Benedicta from Chefoo; 11, Norma from Hongkong, Anna Cecilia from Chefoo, Hailong from Amoy, Hermine from Chefoo; 12, Emerald from Amoy, and Taiwan from Hongkong.

Departures.—Mar. 8, Yesso for Coast Ports, Paradise for Saigon; 9, Hilda for Kelong, Douglas for Hongkong; 12, Hans for Saigon, Hailong for Hongkong; 13, Emerald for Hongkong, Taiwan for Coast Ports; 14, Norma for Hongkong.

Vessels in Port.—Jane Woodburn for Chancel, Alex. Newton for Singapore, Hermine, Benedicta, Godfrey for Chancel, Anna Cecilia, Willard G. Patton for Chancel.

CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Reuter's Telegram Co. Ltd.

Hongkong, March 19, 1877.

SIR,—In the interesting article on the Declaration of Paris, which appeared in your issue of Saturday, you have made a doubtless unwitting error, which, as it concerns this Agency, I would ask you kindly to correct. You quote as one of Reuter's Telegrams the following:

"The House of Commons has negative the withdrawal of the Declaration of Paris abolishing privateers."

If, however, you will refer to your own file of the 8th instant, you will find that the telegram ran thus:

"The House of Commons has negative the withdrawal from the Declaration of Paris of the clauses abolishing privateers."

By comparing the two, it will be seen that the omission in your last version changed sense into what you very properly stigmatise as little better than nonsense.

The matter may seem trivial, and I would not trouble you, but I am sure you would wish to pass unaltered for censure on our Telegram.

I am, Sir, yours &c,

STANLEY COPE,

Agent Reuter's Tel. Co. Ltd.

[Our quotation was made from a Reuter's Telegram out from the Straits Times, which we happened to have before us at the moment, and which we did not imagine would vary from the one sent to Hongkong.—Ed. C. M.]

Police Intelligence.

(Both Magistrates Sitting)

March 19, 1877.

DAMAGE OF PROPERTY IN THE MUSEUM.
Michael Shaughnessy, mariner U. S. S. *Albatross*, was charged with having gone into the City Hall Museum and broken one of the things exhibited there. An argument as to the entrance of a woman was on a stand, and defendant wanted to take it off. The porter advised him not to do so, but he would not listen, and in taking the thing down the stand, it fell down and became broken. The defendant was under the influence of drink and witness did not believe he meant to break the article. It was made of wood and could be repaired. Fined \$2 and to pay 50 cents amends.

INDECENT ASSAULT.
Lo Kwei Sin, a coolie, was sent to 21 days' hard labour for taking indecent liberty with a boatwoman at Yow mah-tee.

UNLAWFUL POSSESSION.
Tong Aboong, a marine hawker, was found in possession of a quantity of old iron and copper nails stolen from Capt. Sand's Ship. Fined 20 shillings or 21 days' hard labour.

FELONY'S INTENT.
Ko Achow, a bricklayer, was found on the roof of a house in Wellington Street for an unlawful purpose. He said he was sent by the landlord to repair the roof, but that he was sent by the Portuguese Consul, but when he was asked to go to the Consul he refused. The defendant said he had been employed to do some repairs to the roof of a house last year and had left a few tools there, and therefore went on to the roof in Wellington Street in mistake for the right place to get the tools back again. He was identified as having been in cool before. Three months' hard labour.

VIOLENT BREACH.
John O'Donnell, seaman U. S. S. *Tenacious*, was charged with being drunk in the Empi e Tavern, wherein he had a fight with another, whom he kicked as he was lying on the ground. The Constable, Joseph White, took him into custody, but he became very violent and struck the policeman. Fined \$2.

Robert Hughes, fireman, belonging to the same ship, was charged with a similar offence. He was lying drunk under a verandah, and when he was roused up by Sisk Constable Gudgeon Singh, he struck the policeman and became violent. Fined \$2.

"FIRST HOME FIRST SERVED."
Two fishermen were charged with fighting in the Central Market about their turns in drawing water. Fined \$1 each.

REFUSAL OF DUTY.
Thomas Andrews, seaman *Sir Harry Parkes*, was charged by Mr. E. A. O'Connell, chief officer of the *Sir Harry Parkes*, with refusal of duty. It appeared that he was the captain of the *Sir Harry Parkes* when it was the custom of the ship to allow the

men a glass of grog twice a day if they behaved themselves, and the defendant came for the allowance on Saturday, but as the chief officer thought he had had enough, he refused to give him any. He had been ashore on 24 hours leave, and he broke it. He then refused to work, and a Constable was sent for. He was asked again in the presence of the Constable if he would work, and he positively refused to do so. The defendant said he was under the influence of drink then, and was very sorry for what he had done. He was ready to go on board at once. He was then ordered to be sent on board.

IRREFRIGIBLE RUNNERS.

Four Chinese runners to boarding houses were brought up for having gone on board the *Agamemnon* on her arrival here before she had come to her moorings, and before the Health Officer had been on board. Fined \$5 each, or 7 days' hard labour.

HOUSE BREAKING.

Chan Atean and Leung Asoo, hawkers, were charged with having broken into the house of one Chow Asoo, and stolen therefrom one box containing some pieces of clothing, 850 cash and other things, and also three pieces of clothing and other small articles, the property of Chan Aho, a lodger in the same house. The defendants were sent to six months' hard labour each.

CHARGE-DOOLIES—A CURIOUS CHARGE.
Hung Amat and Lam Alwal, chafé-coolies, who were charged with robbing a gentleman whom they had been carrying of some \$16, were again brought up. After some little further evidence, they were sent to six months' hard labour each.

China.

SHANGHAI.

(News.)

It is expected that H.B.M.'s gunboat *Lapwing* will shortly be ready for sea. She has been provided with a new keel, a new false keel, new rolling chocks, and several new planks in her bottom. Her machinery has also been overhauled and made complete. When she leaves here it is thought that she will go to Japan.

Telegrams received yesterday (March 18th), quote silver 65½. India Council bills were allotted on Wednesday at 1s. 9d. Exchange here closed firm at 6s. 6½.

We hear that it is intended to run the steamer *Ping-ong* regularly between Shanghai, Ningpo and Wenzhou, as soon as the latter port is opened.

A decree by the President of the French Republic, dated 9th January, promotes Mr. Godeaux, Consul-General for France at Shanghai, to be "Officier de la Légion d'Honneur."

It is understood that a first instalment will be paid to Shareholders in the S. S. N. Co., at the end of this month; and rumour has it that 70 is the probable amount. The report must be founded, we presume, on a belief that the Chinese are likely to further hasten their payments.

It is said that one immediate effect of the abolition of the *Leikin* on foreign imports within the Settlements, was a declaration by the native merchants in the city and suburbs that unless they too were exempted they would all remove into the Foreign Settlements. The movement is now reported to have spread even to Soochow, where the people say they don't see why they should pay *Leikin* if Shanghai does not. *Leikin* is essentially a war contribution, and cannot be maintained with a semblance of justice at the present time, though of course the mandarins cling to it on account of the facilities for squeezing which it offers. It simply aids by its oppressive nature to throttle the trade from which it is derived—to kill the goose and it would be for the advantage of legitimate revenue if it could be defeated. We fear, however, that the official grip is too strong to be thrown off.

We understand that the coal has gone up 2 tons in consequence of the stoppage of supplies from Japan.

The *Sin Nansing* arrived yesterday (March 18th) from the North, and there is little to add to what we have already published about the collision between her and the *Yunching*, in the Pei-ho river, on the forenoon of the 7th inst. It appears that the *Sin Nansing*, on her way down, grounded on the left bank just above the Arsenal bend, and that the *Yunching*, bound up, in turning the curve also touched the bottom and glided off on to the *Sin Nansing* striking her with considerable force on the starboard quarter, causing a rent, as already reported, from the deck down to the water line. The force of the collision carried the *Sin Nansing* higher up the bank where she remained stationary. The cargo in the aft hold was discharged and temporary repairs commenced without delay. By the 10th the rent was boarded up sufficiently well to enable her to reach Shanghai. She was then towed off the bank, and on the following day she proceeded and reached here without difficulty. The damage is estimated at about \$4,000 but it is thought that all necessary repairs can be executed without her going into dock.

An interesting ceremony is arranged to be carried out to-day (March 10th) at Soochow, the place of the late Admiral Ward's burial. In last summer's initiation was given to Mr. J. C. Myers, U.S. Consul-General, that the Chinese authorities intended to erect a Memorial Hall and Tablet, with boundary wall, &c., over and around Ward's grave. This intention has been carried into effect, and the buildings being completed, to-day has been fixed by the Chinese for the dedication ceremony. The steamer *Kinsang*, and another of lesser draft of water to facilitate landing, are engaged to convey Mr. Myers and about eight invited friends, together with the Taoist Priest, the Chinese Admiral of this station, and a number of other native civil, military, and naval dignitaries to the now historic city. The plan of the proceedings as at present arranged, is that the two steamers shall start from the Custom House jetty at seven a.m., and on arriving at Soochow, a landing will be at once effected, probably amid loud discharges of bombs and crackers, of which the accompanying steamer will have an ample supply on board. At the Memorial Hall, the ceremonies will be conducted in accordance with Chinese procedure in such cases, the deceased having attained high grade as a Mandarin, and having been naturalised as a Chinese subject. Much incense will be burnt, fireworks discharged, and sacrifices offered after which addresses are to be given by Mr. Myers, Dr. Macgowan, and others. The ceremony promises to be one of much interest.

A meeting of American citizens was held yesterday afternoon (March 8th) at the U.S. Consulate-General, to consider certain matters relating to shipping.—Mr. J. C.

Myers, Consul-General, presided; and there were present, Messrs. E. Forbes, E. G. Low, W. S. Wetmore, C. P. Blodgett, G. G. Hopkins, S. D. Webb, F. E. Haskell, H. S. Lyman, J. H. Rowe, Moore, Hoyt, M. C. Nickels, and G. A. Butler.—The Chairman said the meeting had been called in accordance with instructions received from the Hon. Geo. F. Seward, U.S. Minister at Peking, to consider certain matters with regard to the law relating to the officers of United States mercantile ships. He had received instructions to rigidly enforce the law, which said that the names of American vessels were to be painted legibly on the stern, and that the captains and mates must be citizens of the United States. It was felt that the rigid enforcement of this law interfered seriously with American trade interests in China, and Mr. Myers said it was with great regret that he felt compelled, in consequence of the instructions he had received from Peking, to enforce it in Shanghai. He had no desire personally to interfere in any way with the trade of the port nor to act contrary to the interests of American shipowners.—After some conversation, the Chairman intimated that if the meeting wished to take action on the subject, the proper course would be to draw up a resolution or memorial, and despatch it to Mr. Seward, who had expressed his willingness to forward such a document to Congress.—No resolutions were proposed, and the meeting broke up with the understanding that this would probably be done.

The American bark *Agate* arrived here on Wednesday evening in a damaged condition. She left New York on the 25th of October, and made a favourable passage to the Cape of Good Hope, entering on the Umby passage on the 18th January. A week later she struck a coral reef, not marked on the chart, extending four miles and a half to the southward and eastward of Boe Island. Her rudder was carried away and the gudgeons started; and her keel and bottom were much damaged by bumping on the reef, which she remained five days. It was not until she had a hundred tons of cargo had been jettisoned that she floated, and it was then found that she leaked and was making seven and eight inches of water within the hour. For the remainder of the passage it was necessary to keep the pumps constantly working; and the wonder is that she has succeeded in reaching her destination so well. Notwithstanding her misfortune, she made the passage in 133 days—very good under the circumstances.

THE HARBOUR-MASTER'S REPORT.

Harbour Department.

Hongkong, 21st February, 1877.

SIR,—I have the honour to forward the Annual Returns of this Department connected with the Trade, &c., of the Colony for the year ending the 31st December, 1876.

SHIPPING.

2.—Under this heading, it is satisfactory to find that the number of vessels frequenting this port continues to be on the increase, 2,113 more vessels of different descriptions, measuring 338,117 tons, having arrived in 1876 than entered the port in the previous year. In my last Annual Report, I was enabled to show an improvement in the trade of the colony, and it is gratifying to report for the year 1876 in an equally encouraging manner.

3.—Of the above mentioned numbers, the junk trade absorbs 90.7 per cent. of vessels and 36.6 per cent. of tonnage, but this trade will be dealt with in its proper place.

4.—Excluding the junk trade, 2,867 vessels, measuring 2,173,435 tons, entered the port in 1876, being 6.84 per cent. of vessels and 8.86 per cent. of tons more than arrived in 1875; and dividing these arrivals into classes, it will be found that 76 per cent. of vessels, and 81.6 per cent. of tons were steamships, and 24 per cent. of vessels, and 18.4 per cent. of tons were vessels propelled by sails alone.

5.—The steam trade of the colony is divided amongst the following nationalities in the stated proportions: 83.75 per cent. British; 4.31 per cent. French; 3.77 per cent. each German and Chinese; 1.74 per cent. each Danish and Spanish; and the remaining 0.92 per cent. are American, Dutch, and Russian.

6.—The port of Ho-hoi in the Island of Hainan was opened for trade on the 1st April last, and since that date 27 vessels, with a capacity equal to 15,495 tons, have been entered from that port, which may be considered a very fair beginning.

7.—The trade with Great Britain remains nearly the same; that with the Australian colonies is also about the same, ten more British vessels having been entered as against thirteen vessels less under foreign flags. The principal increase is with the Coast of China, Formosa, and Coolah China. With the Coast of China, a good deal of the increase is consequent on the competition for the passenger and cargo trade between this and Canton and Macao. There is also a slight increase between this and Siam and Japan.

8.—There is an increase of 1,017 vessels and 123,724 tons with the Coast of China and Formosa; and also an increase in the Local Trade, that between the villages on the Island, of 418 vessels and 16,643 tons; while there is a slight falling off in the junk trade between this and Macao, which may be accounted for by the additional steam accommodation which is now provided.

9.—The fluctuations of the junk trade are very uncertain and unaccountable. A glance at the accompanying diagram will show a steady rise from 1867 to 1874, when there was a sudden fall in 1875, and 1876, rising again in 1877 and 1878.

10.—The gross emigration of Chinese for the year 1876 has been 1,502 persons less than left here in the previous year, 3,134 less Chinese left for California, and out of a total of 14,034 leaving for that State, only 62 were women.

11.—Cooltown still absorbs a goodly number of Chinese, and is the only Port in the Australian Colonies that takes many. Little or no advantage has as yet been taken of the facilities offered by Ordinances No. 8 of 1876, which permits of contracts being entered into with servants, and also allows first class Chinese passengers to proceed in Emigrant vessels without being passed through this Office.

12.—It is reported that the Queensland Quarantine laws have been brought to bear on the British steamer *Agate*, which left this for Cooltown on the 11th December last with 878 Chinese passengers. This vessel arrived at Cooltown on the 25th of the same month with one case of smallpox on board. The vessel was placed in Quarantine, and the Master is reported to have been ordered to perform about 21 days' quarantine with the whole of his passengers on board, or proceed to Koppo Bay, about

400 miles South of Cooltown, and there perform Quarantine. The Master very properly adopted the latter course rather than run the risk of spreading the contagion on board his crowded vessel. The loss to the charterers in Hongkong is very considerable, and it is to be regretted that greater facilities for the performance of Quarantine at or near Cooltown were not provided.

13.—A total of 46,360 emigrated in 1876, against 48,152 who left in 1875; and of the returned Chinese, 42,390 landed at Hongkong in 1876, against 38,502 landed in 1875.

REGISTRY OF SHIPPING.
14.—There are at present 66 vessels registered in Hongkong as against a total of 70 vessels on the books at the end of 1875. Nothing noteworthy under this heading has occurred during the year.

MARINE MAGISTRATE'S COURT.
15.—There have been the usual number of cases for trial. Refusal of duty being the principal charge brought against seamen.

EXAMINATIONS FOR THE POSTS OF MASTERS AND MATES, UNDER ORDINANCE NO. 17 OF 1860.

16.—Of fifty-four applicants for examination, 66.7 per cent. obtained certificates, and 33.3 per cent. were rejected, which is the usual average.

MARINE COURTS, UNDER ORDINANCE NO. 11 OF 1860.

17.—The following Courts have been held during the year:—
On the 9th August, 1876, Inquiry as to the alleged misconduct of the chief mate (William Henry Moss) of the British schooner *Bethany*, official No. 62,560. The master failed to prove the charges.

On same date, Inquiry as to the misconduct of the chief mate (John Russell Hellyer) of the British bark *Corea*, official No. 21,333. The chief mate was ordered to be discharged from the ship.

On the 5th September, 1876, Inquiry as to the loss of the British brig *Rob Roy*, official No. 64,781, on the North Shoal, Paradise Group. Certificate of competency returned to the master.

On the 24th November, 1876, Inquiry as to the misconduct of the second mate (George Grey) of the British steamer *Edgemoor*, official No. 68,353. Certificate of Competency suspended for twelve months.

On the 30th November, 1876, Inquiry as to the collision of the British steamer *Leonor*, official No. 64,128, with the American schooner *Frances Lewis*, off the White Dogs Island near Foochow, resulting in the loss of six lives. Third mate's (Harry Thomas Wavell) certificate of competency was suspended for twelve months.

SEAMEN.
18.—A record was kept for six months during the year with a view to ascertaining the proportion of foreigners to natives of Great Britain serving in British vessels, with the following result:

Of 143 British vessels arriving during that period, 4 per cent. of masters and owners were foreigners, and of the crews, 47.19 per cent. were British subjects; 25.21 per cent. Chinese; 17.92 per cent. East Indians; 5.83 per cent. Norwegians and Swedes; 1.14 per cent. German; 1.08 per cent. West Indians; 0.98 per cent. natives of North America; the remaining 2.68 per cent. being seamen of other nationalities than those mentioned.

19.—Shipmasters, when their vessels are employed in the coast trade, prefer to have a Chinese crew. Chinese make fair seamen, they are sober, industrious, and subordinate; and, as a rule, they obtain as high a rate of wages as Europeans.

20.—There have been 7,147 men shipped and 7,194 discharged during the year.

I have the honour to be, Sir,

Your most obedient servant,

H. G. TRAUBERT, R.N.,

Harbour Master, &c.

The Hon. J. Gardiner Austin, C.M.G.,

Colonial Secretary, Hongkong.

THE REBELLION IN JAPAN.

(Tokio Times, March 10.)

Since the 26th of February, the events of which day were the last we were able to record in our issue of March 3rd, fighting of more or less serious character has been continual in the neighborhood of Kumamoto. The situation appears to be as follows:—General Tani was simultaneously besieged on the north, west and south of his position. The east was left open, or at least, no active attacks are reported from that direction. The insurgent headquarters were fixed, and still stand, at Kawajiri, a little to the southwest of Kumamoto, where Saigo has established himself. The strongest ground of assault is an elevation, called Gion Yama, a very short distance south of the city, which can be reached from it by artillery. At the west, the rebels occupied for a time Takase, Utsuki, and at the north, the towns of Yamaga, Takahashi, Kawachi and Tawara. It seems probable that their purpose in marching northward was not simply to flank and surround Kumamoto, but to leave it behind them, as parties of them had almost if not quite penetrated the province of Chikugo. The government, however, held the strong post of Minamitsuki, on the border line between Higo and Chikugo, the communication between which and Hakata, the present base of Imperialist operations, on the coast of Chikuzen, has not been broken. The principal telegraphic despatches all come from Minamitsuki, which is about half way between Kumamoto and Hakata, the three being upon nearly a straight line, from north to south. Until the 3rd and 4th of this month, slight skirmishes were the order of each day; but the engagements then assumed a more vigorous aspect. General Yamagata, Minister of War, accompanied by Generals Kuroda and Oyama, reached Hakata on the 5th, and assumed active direction of affairs. The Imperial troops advanced from various directions, and within forty-eight hours took possession of Takase, Utsuki, Tawara and other places, arriving within a few miles of Kumamoto. It was reported that a small detachment succeeded in entering the city, not sufficiently numerous, however, to afford effective relief. On the 6th and 8th the onset was resumed, and other stations were captured. We do not find that any attempt has yet been made to assault the chief rebel position at Kawajiri, and until that is taken, the campaign must continue without interruption.

Naval operations are mostly confined to blockading the coast of Kiushiu, and especially of the districts where the insurgents are in force, as in the neighborhood of Yashiro. A few slight engagements are reported off Higo; the rebels having seized some ships; but in all cases the vessels were either destroyed or they were themselves driven on shore. They have no power to leave the land from any point.

The statement is repeated that the houses in Kumamoto immediately surrounding the castle were burned by order of General Tani, commanding the Imperial troops there. It appears to have been an act of military

necessity, since, in case of a close attack, the buildings would have afforded cover to an advancing enemy.

Yamagata, the special commissioner from Kioto sent to confer with the Shimadzu family and probably to summon the late Sai Jin to the Imperial presence, has reached Nagasaki on his way to Kagoshima. He is accompanied, among others, by Marahara, former karo of Shimadzu Hisamitsu, whose detention at Kioto, upon suspicion, was only temporary.

(Japan Gazette.)

The *Hochi Shinbun* says:—A despatch from Miomi-no-seki to Kioto sent at 8 o'clock p.m. on the 7th, announces:—Yesterday the 6th, out of seven forts at Tayarazaka, two were taken by the Imperialists after a great battle, which was ended at about 8 o'clock. The others were desperately defended and the troops could not take them. Next day the attack upon the forts was renewed and lasted till 1 o'clock p.m., while the battle at Yamaka continued till about 5 p.m., when the forts were not yet taken by the Imperialists. A telegram from Nagasaki, despatched by H. E. Mr. Kuroda at 9.15 a.m. on the 7th, says that the men-of-war *Kasuga*, *Chikuba*, *Utsuki*, and *Sekikawan* will leave for Kagoshima at 3 p.m., escorted by Yangiwaru, the Mikado's Envoy, who will embark

Mails.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *ALASKA*,
will be despatched for San Francisco,
Yokohama, on TUESDAY, the 20th
March, 1877, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passenger Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m. 19th March. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 16, Praya Central.

RUSSELL & Co., Agents.

Hongkong, February 20, 1877. mc20

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILIA, PORT SAID, NAPLES,
AND MARSAILLES;

Also,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 22nd March,
1877, at Noon, the Company's
S. S. *ANADIA*, Commandant MONTEAU,
with MAIL, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.

Cargo and Species will be registered for
London as well as for Marseilles, and so-
ception in transit through Marseilles for
the principal places of Europe.

Shipping orders will be granted till noon,
Cargo will be received on board until
4 p.m., Species and Parcels until 8 p.m.
on the 21st March, 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

H. DE POUBRY,
Agent.

Hongkong, March 17, 1877. mc22



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;

Also,
Bombay, Madras and Calcutta.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
KASHGAR, Captain BAKER, will leave
this on THURSDAY, the 29th instant,
at Noon.

For further Particulars, apply to
A. MOYER, Superintendent.

Hongkong, March 10, 1877. mc29

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL

and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. *"BELGIO"* will be de-
patched for San Francisco via Yokohama,
on TUESDAY, the 27th Proximo,
at 3 p.m., taking Cargo and Passengers
for Japan, the United States and Europe.

Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 2nd Proximo. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
to Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMORY, Agent.

Hongkong, March 10, 1877. sp3

WASHING BOOKS.

(In English and Chinese.)

WASHING BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office—Price \$1 each.

CHINA MAIL OFFICE.

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saiton and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.
JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Coals in Matabeds, on Goods on board
Vessels and on Halls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to £1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNHOLD, KARBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premium contributed
by each, the remaining third being carried
to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE
COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
£45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.
CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong
for the above Company, are prepared to
grant Policies against FIRE, to the
extent of £10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1876.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First,
A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are
prepared to grant Insurances as follows—

Marine Department.
Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.
Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding
£25,000 on reasonable terms.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE
COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of £10,000 on any one first
class risk, or to the extent of £15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.
HOLLIDAY, WISE & Co.,
Hongkong, January 4, 1876.

MANCHESTER FIRE ASSURANCE
COMPANY OF MANCHESTER
AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.,
Hongkong, October 14, 1869.

Intimations.

EXPOSITION UNIVERSELLE
DE 1876.

THE CONSUL for FRANCE has the
honour to inform those Persons who
wish to take part in the intended Exhi-
bition, that they will find at the Consulate
all Information and Particulars they may
require.

For the Consul,
G. BOULOUZE, Vice-Consul.

Hongkong, December 18, 1876.

HONG LISTS.

Circular, large sheet.
THE AMENDED HONG LIST
in English and Chinese, con-
taining the Names of all the most
important Companies, Institutions
and Mercantile Houses in the
Colony.

Price, 25 cents each; or \$2.50
per dozen.

At the "China Mail" Office.

THE MEDICAL HALL,

37, Queen's Road, Hongkong.
ESTABLISHED 1853.

TH. KOFFER, Proprietor.
Hongkong, April 28, 1876. sp28

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents:—

Macao.—Man Cheun Shop.
Canton.—Sing Cheun Native Post Office,
Luen Hing Street; Chai Hing Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Tul Street; Mei Sit Cheun Fan, Tung Wen
Street; Yuen Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Hing Shop, Sin Cheong, Honam.

Singapore.—Sui Cheong Hong; Woh Shun
Loong Hong.
Amoy.—Chin Cheong Hong, Mook Koi
Street.

Foochow.—Mr. Yü Ching Cheong, Foo-
chow Arsenal; Mr. Lam Kwok Ching, Mari-
time Customs.

Shanghai.—Mr. Ng Ching Shun, Mari-
time Customs; Mr. Ho Yue Chuen, Mari-
time Customs; Mr. Chun Sing Hol, Messars
Jardine, Matheson & Co.; Mr. Kwong
Cheun Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sang Min Chee, Maritime
Customs.

Hankow.—Yee Hing Hong.
Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Mun-
icipal Office, Yokohama.
Saigon.—Wohang Hong.

Singapore.—Thing Kee Hong; Kwong
Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fong Tai Hong.
The above are some of the Agencies;
others will be published, when they are
arranged for. Negotiations are in progress
with the express couriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

W. BALL,

CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDI-
CINES AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

NEWS FOR HOME.

The *Overland China Mail*.
(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
in time for the ENGLISH MAIL.

Containing from 72 to 84 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily *China Mail*, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collected
from the journals published at the various
ports in those Countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 50 cents) \$12 per annum (postage
paid \$18.00).

Orders should be sent to Geo. Murray
Baill, *China Mail* Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail Steamship.

Terms of Advertising, same as in *Daily
China Mail*.

Intimations.

AH YON,
SHIPS' COMPRADORE AND
STEVEDORE.

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the *Chinese
Mail* will be issued DAILY instead of tri-
weekly as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the *China Mail*.
The unusual success which has attended
the *Chinese Mail* makes it an admirable
medium for advertisers.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address
MR. CHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

AFONG,

PHOTOGRAPHER.

by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wynham Street, formerly ATHLETIC CLUB.
HAS on hand the Largest and Best
collection of Views of China, Photo-
graphic Albums, Frames, Cases, &c., of
assorted sizes. Photographs enlarged from
O. D. V. size to life size and coloured in
oil. A new apparatus for Photography has
been received from England; he is prepared
to take Photos of Buildings and interiors
at the shortest distance.

Hongkong, July 17, 1876.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the *Chinese Mail* in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places which Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have already
been established in most of the above
places, and in important ports more than
one agent has been appointed at each.

CHUN AYIN,
Manager.

Hongkong, February 23, 1874.

To Let.

With Occupation on 23rd April.
THE House No. 9, Albany Road, at pre-
sent occupied by ADAM SIENKIEWICZ,
Esq., Consul for France.

Apply to
R. G. ALFORD, Surveyor,
No. 2, Queen's Road Central.

Hongkong, March 17, 1877. mc24

TO LET.

THE House No. 7, Upper Moque
Terrace, at present in the occupation
of A. B. JOHNSON, Esq., Gas and Water
laid on.

Apply to
T. G. LINSTED.

Hongkong, February 28, 1877.

TO LET.

NO. 3, PRIMA TERRACE, ELGIN STREET,
with Immediate Possession.

Apply to
LANE, CRAWFORD & Co.

Hongkong, February 7, 1877.

TO LET.

HOUSE No. 7, Calne Road, lately oc-
cupied by Mr. PARKER.

House No. 10, Albany Road, at present
occupied by the Rev. R. H. KIRK.
Business Villa, Pok-fu-lu-lu, Furnished.

DAVID SASSOON, SONS & Co.
Hongkong, February 18, 1877.

TO LET.

THE Upper Portion of Nos. 42 and 44
Queen's Road.

Apply to
DOUGLAS LAPRAIR & Co.

Hongkong, November 17, 1876.

TO BE LET.

THE PREMISES No. 38, Queen's Road,
at present in the occupation of the
BANK OF CHINA.

TURNER & Co.
Hongkong, February 8, 1877.

HONGKONG MARKET PRICES.

Corrected to Saturday, March 17, 1877.

At 1110 Cash per Dollar Mexican.

Paica.
Highest. Lowest.
Cash. Cash.

Butcher Meat.

Bacon, English, lb. 450 400
" Ame. Sugar cured, 300 250
" Fochow, 180 140
Beef, airloin and prime cut, oy. 160 150
Beef Corned, catty 150 140
" Roast, 150 140
" Soup, 90 80
" Steak, 150 140
Bullocks' Brains, per set 60 50
" Tongue, fresh, each 275 250
" " corned, 320 300
" Head, 600 500
" Heart, 150 140
" Feet, 80 40
" Kidneys, 60 50
" Tail, 100 80
" Liver, catty 80 60
" Tripe (undressed), catty 60 40
Calves' Head and Feet, set 500 400
Hams, American, lb. 300 280
" Chinese, 180 170
" English, 360 340
Mutton Chop, 180 170
" Leg, 180 170
" Shoulder, 180 120
" Liver, 180 120
Pigs' Chittlings, catty 60 50
" Feet, 100 90
" Fry, 110 100
" Head, 90 80
" Heart, 60 50
" Kidneys, 80 70
" Liver, 100 80
Pork, Chop, 150 140
" Corned, 180 180
" Leg, 150 140
" Fat or Lard, 110 100
Sheep's Head and Feet, set 240 220
" Heart, 50 40
" Kidneys, 80 70
Sucking Pigs, 1750 1000
Veal, 140 120

Onions, 100 90
" Potatoes, 110 100
" Turnips, 110 100
" Carrots, 110 100
" Parsnips, 110 100
" Radishes, 110 100
" Cabbages, 110 100
" Lettuce, 110 100
" Spinach, 110 100
" Beans, 110 100
" Peas, 110 100
" Lentils, 110 100
" Chickpeas, 110 100
" Broad beans, 110 100
" Kidney beans, 110 100
" Navy beans, 110 100
" Haricot beans, 110 100
" Black beans, 110 100
" Green beans, 110 100
" French beans, 110 100
" Lima beans, 110 100
" Pigeon peas, 110 100
" Cowpeas, 110 100
" Mung beans, 110 100
" Soy beans, 110 100
" Adzuki beans, 110 100
" Black mung beans, 110 100
" Red mung beans, 110 100
" Green mung beans, 110 100
" Yellow mung beans, 110 100
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